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**Night delivery : a further option in  
urban distribution**

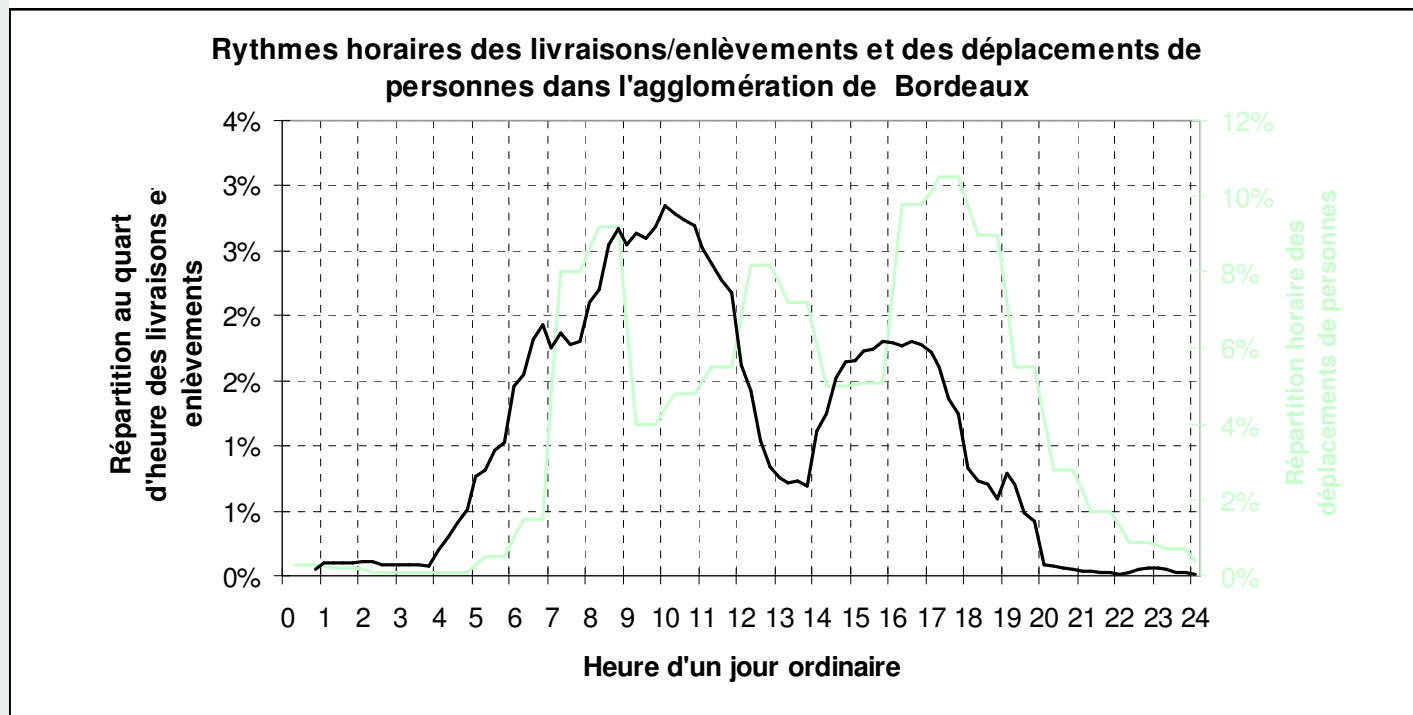
**Some elements about French Cities**

Laetitia DABLANC  
GART [www.gart.org](http://www.gart.org)

# Main time patterns of goods delivery

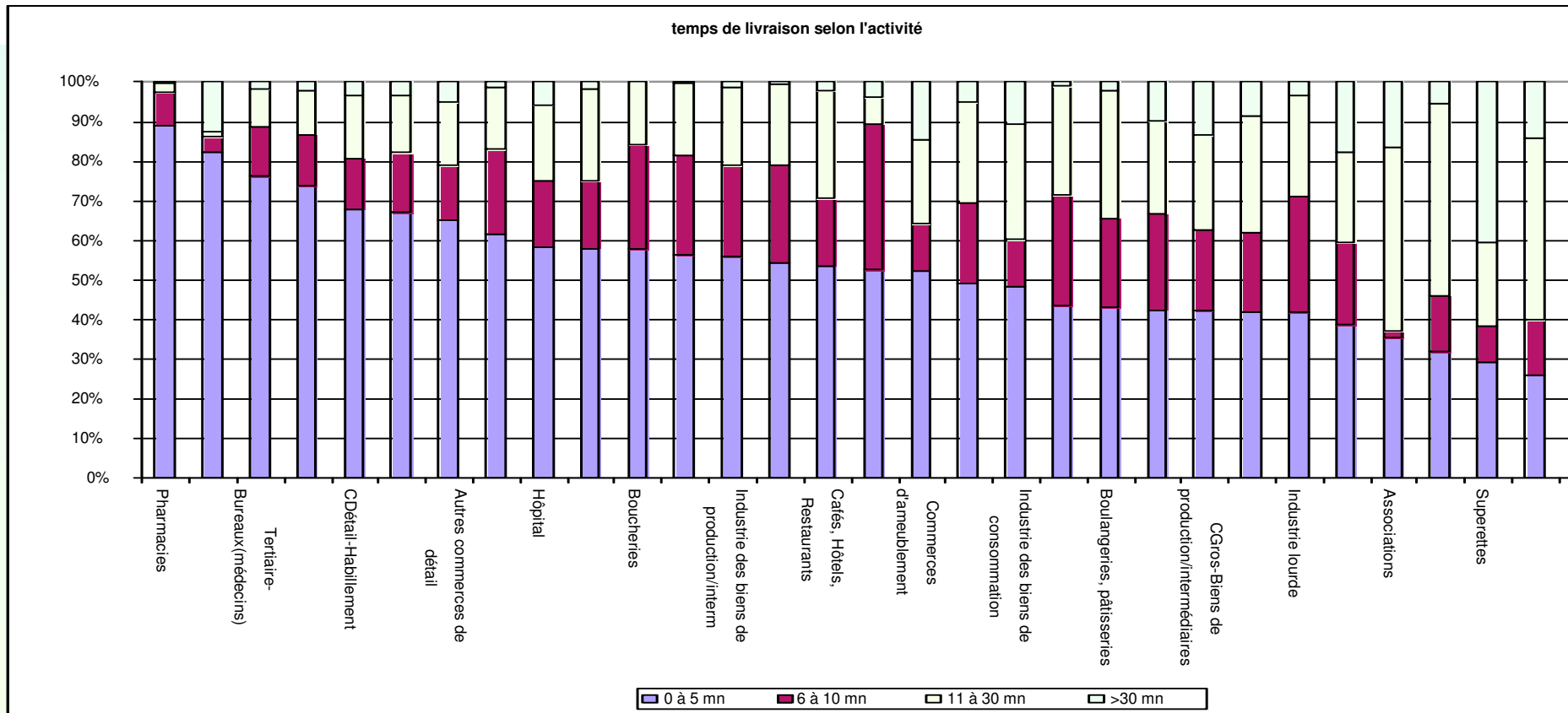
- Goods ' movements and passengers ' movements in cities have different time patterns
- Delivery and pick up rhythms vary according to the field of activity
- Increasingly frequent deliveries can be observed
- On average, the time it takes to carry out delivery/pickup operations is 15 minutes
- By far, most deliveries in France are made during the day

**Chart no. 1. Supply flows to private sector establishments**



Sources : LET

**Chart no. 2 : Delivery times by type of activity**



# Time is crucial in delivery operations

- Carriers/receivers relations have been characterised by conflicts mostly concerning the management of time
- One issue is the waiting time before delivering. Specific laws have been passed : maximum waiting time cannot exceed 15 min. for a vehicle delivering up to 100 kg of goods and/or a maximum of 20 parcels, and 30 minutes for bigger deliveries.
- Another major issue is the availability of the receiver. In many French cities, not before 10 in the morning, and in a quite important number of cities, shops are closed at lunch time (12-14h)

# Truck drivers' working time

- A growing conflict :
  - ◆ While deliveries have to be made in increasingly broader time windows to meet customer requirements
  - ◆ working hours of each truck driver have been decreasing
- To bridge the gap, two or more drivers now share a vehicle.

# Information technologies change time management

- ICTs enable companies to send in loading, route and timing data and use bar code reading devices, providing information on the whereabouts of parcels at any time.
- On-board computerised systems make it possible to exchange information with the vehicles on the move and to modify consignment schedules and routes.

# Home deliveries impose new rhythms to goods movements

- Grocery goods are now delivered on a regular basis to 12% of Paris households.
- Home deliveries impose impose new schedules and new delays on the carriers, they impose constraints on the drivers in terms of their management of time.
- Despite the development of appointments (by time slots rather than specific hours), many delivery problems remain.

# Carriers develop ways to avoid home deliveries

- Companies introduce new delivery methods to regain “normal” delivery hours :
  - ◆ to the home of the customer in his/her absence, in special delivery premises
  - ◆ to the recipient at places other than his/her home address (e.g. at their place of work)
  - ◆ or even at places other than home and in the absence of the recipient: at "relay" or "service" points which might be located along people's daily routes.

# Goods flows schedules and the management of cities

- Local authorities can see for themselves the effects of the new rhythms of goods transport in the urban environments :
  - ◆ increasing use of the road infrastructure by delivery vehicles
  - ◆ delivery and pickup activities spreading over the entire day (from the early morning till night) and the weekend
  - ◆ noise generated by night-time deliveries.

# Are night-time deliveries a solution ?

- The NICOLAS chain wine shops in the city centre of Lyon have set up a specially equipped goods reception area with a double access gate protected by security devices, and a cooling system.
- In the biggest Citroën car dealer of Lyon, deliveries are now made at night, by drivers who are given the keys to the doors of the garage where the cars have to be stored.

# The noise issue

- Night-time deliveries pose a problem of noise, highly felt by local politicians echoing the complaints of the people.
- High noise levels are mainly due to factors independent of vehicle operations, such as goods handling, the opening and closing of store doors.
- A Mac Donald's in Lyon has installed a power socket above the pavement in the delivery area so that the van's refrigerating set can be turned on without having to keep the engine running.
- Great reliance on technological innovation : ERIS' silent tailboard.

# Night time deliveries regulation

- Some municipal authorities view them as a viable solution to the problem of traffic congestion : in Dijon, Marseille, Orléans and Paris they are strongly encouraged.
- Others reject this arrangement on account of the annoyance caused by vehicle noise emissions : in Lille or Rennes, deliveries are banned at night for all vehicles, and over the entire municipal territory.

# The Paris 1999 regulation

- A prohibition is imposed on trucks above 24 m<sup>2</sup> to circulate within Paris between 7h30 and 19h
- These trucks are allowed between 19h and 7h30

# Conclusion

- Should cities try to put in place suitable regulations and facilities to accommodate goods delivery time constraints ?
- Or should they take action to oppose those elements which are perceived as most prejudicial to their environment?

# Immediate actions to be taken by cities

- Take a few simple measures - such as extending the time limit for morning deliveries or integrating afternoon and evening delivery time windows
- Anticipate future needs for logistic areas (e.g. delivery "relay" centres) and reserve such areas in their land-use plans
- Night-time use of roadway infrastructures : yes, but when the progress of equipment technology makes it possible to achieve a drastic reduction in noise levels.